

earned his commission through a Navy ROTC scholarship and was designated a pilot upon completion of flight training in June 1968.

Vice Admiral Totushek began his Naval Aviation career in 1969 flying the F-4 Phantom with Fighter Squadron 41 based at Naval Air Station Oceana, VA. He continued his career as an F-4 instructor pilot and Landing Signal Officer with Fighter Squadron 101, also based at Naval Air Station Oceana. In November 1973, he resigned his regular commission and accepted a commission in the Naval Reserve. During the next 24 years, Vice Admiral Totushek served in numerous capacities with the Naval Reserve and several civilian companies.

As a Reservist, he served as commanding officer of three Virginia-based air-combat training squadrons, including Squadron Reinforcement Unit VC-1006, Squadron Reinforcement Unit VC-686, and Fighter Composite Squadron VC-12. He served as commanding officer of several Atlantic Fleet air support commands, including Naval Air Atlantic 1086 and Naval Air Forces Eastern Atlantic.

As his Reserve career advanced, he served in several senior strategic and management positions within the Navy, including command of the Atlantic Fleet's Logistics Task Force and the Naval Reserve Readiness Command Region Eight. Upon successful completion of these command tours, he served on the staff of the Chief of Naval Operations as the Deputy Director for Naval Air Warfare, Reserve Programs.

In early 1997, Vice Admiral Totushek was asked to return to active duty to lead the Navy's environmental, safety and occupational health programs. He then was selected as Commander, Naval Reserve Force on October 17, 1998. His duties include command of 88,000 Naval Reservists and 181 nationwide Reserve facilities. Vice Admiral Totushek also represents the Naval Reserve before Congress as Chief of Naval Reserve, and on the staff of the Chief of Naval Operations as Director, Naval Reserve. He was promoted to vice admiral on 24 May 2001, becoming the first Naval Reservist three-star admiral in history to lead the Naval Reserve.

During his tenure, Naval Reserve Forces were mobilized three times: the Kosovo Campaign in 1999, Operation Noble Eagle in 2001 and Operation Iraqi Freedom in 2003. Under his leadership, Naval Reservists served with great honor, dedication and sacrifice during the global war on terrorism, in war zones in Afghanistan and Iraq, and here at home as part of the homeland defense network.

His family and fellow shipmates can be proud of his service. Vice Admiral Totushek, his wife Jan, and children Courtney and Chris have made many sacrifices during his Naval and civilian careers, and we appreciate their contributions of conscientious service to our country. As he departs the Pen-

tagon to start his third career, I call upon my colleagues to wish John and his family every success, and the traditional Navy "fair winds and following seas."•

THE DEATH OF MORRIS "MOE" BILLER

• Mr. LIEBERMAN. Mr. President, it saddens me to note the recent passing of an old friend, Moe Biller. Moe was, until 2001, the long-time president of the American Postal Workers Union, and a tireless advocate for the postal employees he worked with and represented.

I met Moe through my first Senate chief of staff, Michael Lewan, who was a long-time friend of Moe's from his days as a local union official in New York. Michael invited him to attend my Senate swearing-in ceremony, and we hit it off immediately.

Moe was one of a kind—some would say the last of the breed of old time labor leaders. He was passionate about the causes he believed in, but always remained just a "regular guy." It's fair to say that Moe was a pioneer who created the modern labor movement for Federal and postal employees. Surely he paved the way for the establishment of those employees' rights—postal workers, in particular, had little clout until Moe came along.

He began his career as a substitute postal clerk in 1937 on Manhattan's Lower East Side, earning 65 cents an hour with no vacation benefits or sick pay. His success in negotiating a sick leave benefit for his fellow workers led to the beginning of his rise through the ranks of the union hierarchy, which culminated in his election as President of the national union in 1980.

However, his national reputation as a fiery, but effective, leader was solidified a decade earlier in 1970, when his efforts encouraged Congress to pass the landmark legislation that created today's United States Postal Service, the Postal Reorganization Act of 1970. Among the important changes instituted by this law was the right postal workers received to engage in collective bargaining over pay, benefits, and working conditions.

In addition to his vital work to improve wages and working conditions for postal workers, Moe was an active supporter of civil rights and women's rights. He also gave generously of his time, serving on numerous trade, charitable, and civic organization boards, including the Muscular Dystrophy Association and the United Way International.

Moe will be sorely missed by all of those who knew him, but I know that his achievements and his work will live on. •

75TH ANNIVERSARY OF MOTOROLA'S FOUNDING

• Mr. DURBIN. Mr. President, I rise today in recognition of the 75th anni-

versary of the founding of Motorola, Inc., which has been a significant icon in the history of America's heritage of innovation, while continually finding new ways to make things simpler, smarter, safer, synchronized, and fun.

On September 25, 1928, Paul V. Galvin and his brother, Joseph E. Galvin, opened the Galvin Manufacturing Corporation at 847 West Harrison Street, in Chicago, Illinois, with assets of \$1,315. Galvin Manufacturing Corporation entered the electronics industry as a manufacturer of household battery eliminators and grew steadily throughout the 1930s and 1940s, introducing a wide variety of devices to the electronics market.

In 1930, Galvin Manufacturing Corporation introduced the first practical, affordable and commercially successful car radio, and founder Paul V. Galvin created the brand name "Motorola," linking the ideas of "motion" and "sound." In 1936, the Police Cruiser radio receiver was Galvin Manufacturing Corporation's first entry into the new field of mobile radio communications, and in 1937, Galvin Manufacturing Corporation entered the home entertainment business with a line of phonographs and table and console radios.

Galvin Manufacturing Corporation also made significant contributions to our Nation's efforts during World War II. In 1940, Galvin Manufacturing Corporation developed the Handie-Talkie SCR536 radio, a handheld two-way radio, and provided more than 100,000 units of this crucial communications tool to the Allied Forces. In 1941, company founder Paul V. Galvin was elected president of the Radio Manufacturers Association, where he helped lead the radio industry's war efforts in the United States. Also in 1941, Galvin Manufacturing Corporation introduced its first commercial line of FM two-way radio systems and equipment, installing its first FM system in Philadelphia, Pennsylvania. In 1942, Galvin Manufacturing Corporation helped organize and lead the procurement and production of quartz radio crystals, eventually subcontracting production to more than 50 crystal manufacturers who, with Galvin Manufacturing Corporation, supplied more than 35 million radio crystals to the U.S. War Department during World War II. Later in 1942, Galvin Manufacturing Corporation received the first of five U.S. Army-Navy "E" Awards for excellence in production achievements during World War II, the first ever awarded to a radio manufacturer.

In 1943, Galvin Manufacturing offered its first sale of public stock, and in 1947, Galvin Manufacturing Corporation changed its name to Motorola, Inc. Motorola continued to be an innovator, by introducing technologies which have significantly impacted Americans' lives. In 1947, Motorola's first television, the Golden View model VT71, was priced to sell for under \$200 and was so well-received that 100,000